can either enter the regular queue for an attraction, or they can obtain an express pass to use the express queue. The express pass has a time period during which it is valid. The visitor must present the express pass during the indicated time period in order to bypass the queue and be admitted to the attraction. Obtaining an express pass is achieved by the visitor presenting an ID of some sort, to a kiosk near the ride. An express pass is issued, bearing the next available reservation time. No further express passes will be issued to an ID until the existing express pass has expired. Thus, a "first-come, first-served" virtual queue is created, and the visitor can be in only one virtual queue at a time.

Paragraph 0024, replace with the following new paragraph:

--Another disadvantage of systems like Laval and Mahoney, is that they do not mitigate unequal demand for various attractions. An extremely popular attraction may find that its FASTPASS® reservations for the entire operating day are dispensed within an hour of the facility's opening. Meanwhile, other attractions may not exhaust their allotment of reservations.

Paragraph 0037, replace with the following new paragraph:

--A system or method is needed that allows an

unfamiliar visitor to receive a near optimal experience, suited to his (or his party's) tastes, schedule, needs, and limitations. The experience should give a proper overview of the facility, so a tourist does not return feeling that they have missed a key element.

Paragraph 0073, replace with the following new paragraph:

--In addition to the above, it is an object of this invention to accommodate attractions of various types. This includes specifically located attractions, such as rides, lookout points, diffusely located attractions such as a fireworks display or parade, or multiply located attractions such as shopping or dining. It includes discretely scheduled attractions, such as theaters with specific show times, continuously available attractions (e.g. a fountain), and attractions with limited availability (e.g. a trail that closes 1/2 hour before sundown).

Paragraph 0148, replace with the following new paragraph:

--Optionally, a pass form 600 may recognize a sequence of touch operations that an attraction operator may perform that will expend a displayed pass for the current event. An example of such a touch operation (not shown) would be drawing a large circle on touchscreen 140 clockwise, from

the top, while pass form 600 is displayed. This might be followed by three taps in the center of the circle, and another large circle, but drawn counterclockwise from the top. Such a gesture, or other method for entering a security code, many of which are known to the art, would make a mark (not shown) to indicate that the displayed pass has been "spent". Usually this is not necessary, as experiencing an attraction often takes longer than the period for which a pass is valid. Further, upon exiting an attraction there will generally be another event in the itinerary and the party will not have time to re-enter the attraction for a repeat experience.

Paragraph 0155, replace with the following new paragraph:

--Alternatively, the party may be supplied with a printed series of pass forms 600, making essentially a customized ticket book, having the same information printed on each paper pass as was displayed on the analogous electronic version (except time-of-day 410). If desired by facility operations, single person passes can be generated for each individual in a party, rather than one multi-person pass for the whole party. To deter fraud and perhaps enable mechanical devices known to the art to control access to the attraction, the authentication code or signature on pass form 600 (not shown) may be expressed in printed form as a barcode. This embodiment is particularly

attractive if it closely resembles the attraction admission media already extant in a facility. When appropriate to the access control system, the event data related to the printed pass forms is inserted as records into the access control databases of the prior art such as Laval, et al. The authentication codes, on the printed pass forms expressed as printed barcodes, are also recorded. By so doing, the printed passes can function as if they were attraction admission media of the prior art, thereby allowing admission media of the present invention to function as, and in parallel with, admission media of the prior art.

Paragraph 0156, replace with the following new paragraph:

--In a similar embodiment, a party is issued an identification card or, if preferred by the facility operator, a card is issued to each individual in a party. In the same manner as above, event data is inserted as records into the database of the prior art such as Mahoney et al., and tied to the cards issued to the party. In this manner, the cards issued to the party operate as, and in parallel with, attraction access media of the prior art.

Paragraph 0172, replace with the following new paragraph:

--For each attraction, attraction database 1000

includes a theoretical hourly ride capacity (THRC) or other measure to indicate the capacity of an attraction to handle visitors. Such measures are well known in the art, and are commonly expressed as the number of seats in a ride vehicle times 3600 divided by the dispatch interval in seconds. For theaters or venues with specific, scheduled times when the attraction begins (like a parade or fireworks show), the holding capacity of the attraction venue may be used. For such attractions, a showtimes field 1024 indicates how many shows are given during the day. This information is used to allocated demand evenly when creating itineraries. In another database (not shown), the actual start times for scheduled attractions are listed. For those attractions which are continuously running and which are not scheduled, the showtimes field 1024 contains "c", for continuously running. A zero would indicate that an attraction of either type is not available today.

Paragraph 0176, replace with the following new paragraph:

--Also, if queue delays are known to vary by hour or by facility attendance, these complexities can also be included. Rather than finding a simple number of seconds delay in queue field 1026, itinerary generation may access a function for the expected queue delay. Such a function may take as parameters the attraction, access class,

the day's expected attendance, and time-of-day. Since the queue being examined is determined by the attraction and access class, the actual analysis is essentially reduced to the two-variable "attendance and time-of-day produce what queue delay" problem. A function such as this could be built by selecting an appropriate surface to be fitted to empirical data gathered from the attraction. Operators of most facilities have such historical operational data readily available. Further, such a function could access actual, current queue information as it becomes available and whenever an itinerary is revised.

Paragraph 0203, replace with the following new paragraph:

--One way of ensuring that the allocated capacity of an attraction is not exceeded by itineraries generated which include that attraction, is to centrally manage itinerary generation. As the attraction capacity allocated to a visitor class during an interval is approached, a synthetic aversion factor is increased which lowers the desirability of inserting an event into an itinerary having a time in that interval for that attraction. When the capacity for an attraction during a particular interval has been reached, the synthetic aversion factor is such that the attraction is utterly undesirable.

Paragraph 0216, replace with the following new paragraph:

--It will be recognized that other functions, perhaps driven by usage data, attraction capacity, or other accumulated information can be constructed and used to diffuse or moderate demand.

Paragraph 0253, replace with the following new paragraph:

--Process 1400 will be recognized by those skilled in the are as a width-first locally-optimized search strategy. It will be obvious to those artists that some of the operations, such as determining the path having the shortest travel time are computationally expensive tasks. Further, it will be observed that the doubly nested loop makes the process presented into an o(n 2) problem. Both of these and other inefficiencies will be considered targets for optimization. It should be noted, however, that for small or moderate sized facilities such as the exemplary facility of map 800, the combinatorial issues are tractable with modern processor speeds. Some of the optimizations discussed in Libby, especially the binning techniques, will be found suitable for application to the itinerary generation process 1400.

Paragraph 0260, replace with the following new paragraph: